

# SEATAC CITY COUNCIL REGULAR MEETING MINUTES

May 25, 2004  
7:00 PM

City Hall  
Council Chambers

**CALL TO ORDER:** The SeaTac City Council Regular Council Meeting was called to order by Mayor Frank Hansen at 7:02 p.m.

**COUNCIL PRESENT:** Mayor Frank Hansen, Councilmembers Gene Fisher, Chris Wythe, Ralph Shape, Joe Brennan, and Don DeHan. Excused Absence: Deputy Mayor Terry Anderson. (Note: staff had previously been apprised of this absence.)

**ADMINISTRATIVE STAFF:** Bruce Rayburn, City Manager; Kristina Gregg, Deputy City Clerk; Mary Mirante Bartolo, City Attorney; Kit Ledbetter, Parks & Recreation Director; Mike McCarty, Finance Director; Don Monaghan, Public Works Director; Bob Meyer, Fire Chief; and Greg Dymerski, Police Captain.

**FLAG SALUTE:** (The Flag Salute was performed at the preceding Study Session.)

**PUBLIC COMMENTS:** George Hadley, Normandy Park Councilmember, stated that he attended a Port of Seattle (POS) Open House at which a POS employee stated that South 156<sup>th</sup> Street at Des Moines Memorial Drive (DMMD), currently goes into the airport area towards SeaTac, will be filled with Third Runway fill. The POS plan is to move it to around the outside of the embankment as a requirement of the City of SeaTac. That would mean that Miller Creek would need to be relocated. He suggested, instead, South 152<sup>nd</sup> Street be cut straight across instead. That way, less of Miller Creek would need to be relocated.

Councilmember DeHan replied that SeaTac insisted that there be an east/west access at the north end of the airport, but did not insist that it be at South 156<sup>th</sup> Street. He added, years ago, he approached the Burien City Council and suggested that South 152<sup>nd</sup> Street go straight through from SeaTac to Burien. Burien stated they did not want to promote traffic through Downtown Burien.

## **CONSENT AGENDA:**

- **Approval of claims vouchers** in the amount of \$2,262,910.20 for the period ended May 20, 2004.
- **Approval of employee vouchers** in the amount of \$408,464.39 for the period ended May 15, 2004.
- **Approval of summary of \$5,000 - \$25,000 purchase requests** for the period ended May 21, 2004.

## **Approval of Council Meeting Minutes:**

- **Regular Council Meeting** held March 23, 2004.
- **Regular Council Meeting** held May 11, 2004.

## **Acceptance of Advisory Committee Minutes:**

- **Planning Commission Meeting** held May 3, 2004 (Commission approved May 17, 2004).
- **Senior Citizens Advisory Committee Meeting** held April 15, 2004 (Committee approved May 20, 2004).

**The following Agenda Items were recommended at the May 25, 2004 Study Session for placement on this Consent Agenda:**

## **Agenda Bill #2431; Ordinance #04-1008**

### **An Ordinance adopting the International Codes and amending and reorganizing Title 13 of the SeaTac Municipal Code (SMC) related to Building Codes and Construction**

**Summary:** The following changes are made in this Ordinance: 1) amends and reorganizes Title 13 of the SMC related to buildings and construction, including the adoption of the International Codes and the latest Uniform Plumbing Code (UPC); 2) rewrites the Sound Transmission Code and Grading Code for clarity, and expands the General Provisions Chapter so it applies to the entire Title 13; 3) the Chapter relating to off site improvements is clarified; 4) references to permit fees are deleted in the Ordinance and added to the City's Schedule of Fees; and 5) housekeeping changes made to Titles 15 and 16A, by correcting any inconsistencies due to the re-numbering and amendments to Title 13, and authorizes the Code Reviser to change any references to the Uniform Building Code (UBC) and Uniform Fire Code (UFC), as those codes will no longer be used.

The UBC and related codes, excluding the UPC, have been integrated with the National and Standard Building Codes, to create the International Codes. There are no changes to the National Electrical Code. The Building Codes have been amended and adopted by the Washington State Building Code Council and must be enforced by all Cities and Counties, pursuant to State law. The International Codes become effective July 1, 2004, and the City must adopt these codes in order to enforce them.

**CONSENT AGENDA (Continued):**

**Agenda Bill #2431; Ordinance #04-1008 (Continued):** The adoption of these codes in place of the existing codes requires significant changes to Title 13. Therefore, Staff took this opportunity to review the entire Title 13 in order to amend and reorganize sections that needed additional clarity, and to provide better usability.

**Agenda Bill #2432; Resolution #04-004**

**A Resolution amending the City of SeaTac Schedule of License Fees, Permit Fees, and Other Fees and Charges for City Services**

**Summary:** This Resolution amends the City's Schedule of Fees to add the permit and other fees that were previously contained in Title 13 of the SMC. Currently, the code contains some, but not all, permit fees charged by the City for building and construction. Staff believes it is appropriate to have all permit and other fees charged by the City for building and construction to be listed in one place. This Resolution moves the fees that were previously contained in the SMC to the City's Fee Schedule.

Additionally, there are some inconsistencies between the SMC and the Fee Schedule. For example, the Fee Schedule was not amended when new electrical permit fees were changed as part of Ordinance No. 03-1024. This Resolution will correct these inconsistencies. Furthermore, by moving all building and construction fees into the Schedule of Fees, these inconsistencies will not occur in the future.

This Resolution also corrects some housekeeping issues within the fee schedule, such as changing the references to SMC Chapters to reflect the new numbering.

**Agenda Bill #2433**

**A Motion authorizing the purchase of a Senior Van to replace an existing Van that will be declared Surplus and sold**

**Summary:** This Motion authorizes the purchase of one Senior Van, which can accommodate 14 passenger or 12 passengers and one wheelchair configuration to be used at the North SeaTac Park Community Center (NSTPCC) for the purpose of transporting seniors to and from the lunch program and other scheduled events.

The 2004 Annual Budget included a \$203,850 appropriation in the Equipment Rental Fund for scheduled vehicle and equipment replacement in 2004. The funds that were accumulated toward the replacement of the van amounted to approximately \$73,000. These funds were paid by the user department over the useful life of the vehicle to fund its future replacement. The replacement van will be purchased within budget limitations. The 2004 Ford Mini Bus will cost \$54,830.93. This cost includes the purchase price of the vehicle together with detailing the vehicle once it has been delivered.

**Agenda Bill #2436**

**A Motion authorizing the City Manager to execute Agreements with various Utilities for an Underground conversion and installation of Street Lights on the International Boulevard (IB) Phase IV Improvement Project**

**Summary:** The IB Phase IV Project includes the conversion of overhead to underground and the installation of streetlights. Agreements are needed to assign responsibilities between the various utilities and the City.

Puget Sound Energy (PSE), Qwest and Comcast all have existing overhead facilities that will be converted to underground as part of the improvements to IB between South 200<sup>th</sup> and 216<sup>th</sup> Streets. It is mutually beneficial to the utilities and the City to have the City's contractor install the conduit and vaults concurrently rather than individually by the utilities. Each agreement outlines the scope of work and payment terms for the various conversions and streetlight installation.

Fiscal Impact for the PSE Agreement: Per the WUTC approved agreement, the City is responsible for 40 percent of the design, easements, conduit and vaults and wreck out the overhead system. The estimate for the City's portion is \$468,790. This cost was included in the project estimate.

Fiscal Impact for the IntoLight Agreement: The City is responsible for the full cost of street light installation, monthly energy cost and facilities cost for maintenance. The installation cost will be \$261,285.15 and be charged to BARS No. 307.000.37.595.30.63.115. The street light installation cost was included in the project estimate. The monthly energy and facilities maintenance cost is \$1,202.30, which will be charged beginning in 2006.

**Consent Agenda (Continued):**

**Agenda Bill #2436 (Continued):** Fiscal Impact for the Qwest and Comcast agreements: Per the terms of the agreements, Qwest and Comcast are responsible for all costs associated with design, labor, and materials to install the new underground system and wreck out the overhead system. Qwest and Comcast will reimburse the City for 100 percent of its contractor cost to install conduit and vaults.

MOVED BY DEHAN, SECONDED BY SHAPE TO ACCEPT THE CONSENT AGENDA AS PRESENTED.

MOTION CARRIED UNANIMOUSLY.

**NEW BUSINESS:**

**Agenda Bill #2430**

**A Motion approving the completion of the Senior Center Pre-design Program Study**

**Summary:** In January, the Steering Committee for the Senior Center Pre-design Program Study visited several senior centers, community centers and the Northshore YMCA for ideas of what was already working in the region. These visits helped in determining desirable features for SeaTac as well as providing an idea of space and program needs for a new senior center. Two public meetings were held in January at City Hall to allow citizen input. The focus of these meetings was to introduce the ARC Architects, who would be working on the pre-design study and to outline the process. The second of these meetings employed a preference scoring system that narrowed the possible location of the senior center to two sites. These were: 1) South 188<sup>th</sup> Street City property which would be co-located with the YMCA; and 2) location at the north end of the NSTPCC.

With two sites identified, the architects developed more specific information. Preliminary details of the senior center as it would appear on either site were represented. In each model, the senior center is depicted as a 10,000–12,000 square foot (sq. ft.) facility. The advantages and disadvantages of each site were outlined.

On the South 188<sup>th</sup> Street property, the YMCA and the senior center could be attached to each other, perhaps sharing a common lobby and entrance. Separate facilities would also be possible. Ample, affordable parking for the two facilities remains a major concern, particularly if future expansion for the YMCA or senior center is desired. In general, a total build out of 50,000-52,000 sq. ft. for both uses would require (based on use patterns, not zoning requirements) 250-260 parking spaces.

The other model would develop a stand-alone facility north of the existing NSTPCC. The road to South 136<sup>th</sup> Street would be re-opened for a separate entrance and approximately 55 parking spaces dedicated to the senior center would be added. These parking spaces are at the same level as the senior center. Overflow parking would be the existing lower parking lot. A plaza with a covered walkway would connect the two facilities, which could continue to share some space, as needed, for example, the exercise room and gym.

The estimated costs for each model have been revised several times due to changing considerations. The South 188<sup>th</sup> Street site is consistently more expensive, but the actual difference varies depending upon how the parking issue is addressed. At this time, the cost difference is limited to the added cost for wetland mitigations and the detention pond at the South 188<sup>th</sup> Street site. When ARC presented information to the City Council in early March, it was requested that a third model be explored that would involve the purchase of adjoining property on South 188<sup>th</sup> Street. This was based on the need for structured parking on the South 188<sup>th</sup> Street site if a larger YMCA along with the senior center was built. This new information was presented at the April 1 Steering Committee meeting. At that time, it was learned that the YMCA would not pay for structured parking, and that the YMCA facility would probably be closer to 40,000 sq. ft. rather than 54,000 sq. ft. As noted above, it appears structured parking is not required at the site if built area is limited to around 50,000 sq. ft. It was suggested at the April 1 meeting that the pros and cons of each site be expanded and that the Steering Committee and ARC move closer towards a final recommendation. The Steering Committee met on May 6 and unanimously voted to recommend the NSTPCC site. The architects gave a presentation after the Wednesday May 5 senior lunch and 16 seniors voted for the NSTPCC site and two voted for the YMCA site.

At the May 11, 2004 Study Session (SS) ARC presented their final recommendation to Council and presented a final draft of the report. Council requested more time to review the final Senior Center Pre-design Program Study. The Pre-design Study budget is funded by Community Development Block Grant (CDBG) funds. The total budget

**NEW BUSINESS (Continued):**

**Agenda Bill #2430 (Continued):** is \$27,000 with an additional \$1,141 to be held by the City for contingency of printing and other unknown costs. The funding will be in two parts (2003/ \$14,959 and 2004/ \$13,182).

Parks & Recreation Director Kit Ledbetter thanked the citizens who participated in this process. He highlighted the executive summary from the study. The study was based on the seniors' response to a survey indicating seniors wanted a senior center.

MOVED BY DEHAN, SECONDED BY FISHER TO ACCEPT AGENDA BILL NO. 2430.\*

Councilmember Brennan stated that he would be voting no due to the following issues: 1) no matter who builds on the South 188<sup>th</sup> Street property, wetland mitigation will be an issue, so the cost for the wetland mitigation should not be considered in the comparison; 2) Council should have been interviewed for this study; and 3) he feels the majority of the seniors live closer to the South 188<sup>th</sup> Street site.

Councilmember Wythe stated that he feels NSTPCC is a good site. While location is important, sometimes looking at the path of least resistance is also important.

Councilmember Shape stated that Council is not debating the desire for the South 188<sup>th</sup> Street site, but now the YMCA is going to be there, so he suggested Council go with the next best site. The seniors do not want to deal with the traffic on South 188<sup>th</sup> Street or a crowded parking lot that YMCA would provide. He suggested two corrections to the report: 1) page 25 of the study, under recommendations states that, "The City has a long term lease from the Port of Seattle (30 years remaining)...", when in fact, that lease runs until 2045 with an option for 25 more years; and 2) his name is misspelled on the acknowledgements page.

Mayor Hansen clarified that Council is not approving the construction of the senior center, just the acceptance of the completion of this report. He stated that he feels there is no point in building the senior center at NSTPCC if it is far away from the seniors. He would like to see a comparison of location to seniors be considered.

\*MOTION CARRIED WITH BRENNAN VOTING NO.

**Agenda Bill #2435; Ordinance #04-1009**

**An Ordinance amending the 2004 Annual City Budget for the Redemption of Local Improvement District (LID) No. 1 Bonds**

**Summary:** This Ordinance amends the 2004 Annual City Budget to increase both revenues and expenditures in the Special Assessment Debt Fund to allow for additional bonds to be redeemed on June 1, 2004.

As partial funding for the 28<sup>th</sup>/24<sup>th</sup> Avenue South arterial project, the City levied special assessments against the benefiting property owners. These owners could prepay their assessment in full or pay in installments over a 15-year period. In 2000, the City issued LID No. 1 bonds in the amount of \$2,871,819 for the assessments to be paid in installments. The principal and interest on the bonds is paid by annual assessment installments billed by the City each year to the applicable property owners.

Although an estimated redemption schedule exists for these bonds, the bonds may be redeemed earlier or later than their stated maturity date, depending on the rate at which property assessments are paid. Due to several property owners that paid their remaining assessments in full this year, the City has sufficient collections to call \$115,000 in additional LID bonds on the upcoming interest date of June 1, 2004. The early redemption of additional LID No. 1 bonds will result in reduced interest costs in future years.

This budget amendment has no fiscal impact in 2004, as it increases both revenues and expenditures in the Special Assessment Debt Fund by \$115,000. However, the amendment results in savings in future years by reducing interest costs on the bonds.

Finance Director Mike McCarty reviewed the above summary and stated that this item was discussed at the May 11 Administration & Finance (A&F) Committee Meeting and SS.

MOVED BY SHAPE, SECONDED BY DEHAN TO ADOPT AGENDA BILL NO. 2435.

MOTION CARRIED UNANIMOUSLY.

**PUBLIC COMMENTS:** Darleene Thompson, 2504 South 148<sup>th</sup> Street, stated that she began to work on the Senior Center Pre-design Study in 2000. She stated that the seniors all love kids, but when the children rough house, accidents happen. She added that a decision needs to be made as to the siting of the senior center so that the design can begin.

Jon Ancell, 14629 29<sup>th</sup> Avenue South, stated, regarding the mitigation of wetlands at the South 188<sup>th</sup> Street site, if the senior center is not placed on that site, the City will not have to pay the cost. The YMCA would have to pay for it. The majority of the City lives in the southend, but the proximity of the seniors to that site should have been discussed prior to the YMCA getting the property. The seniors do not want the center in conjunction with the YMCA. The seniors do not mind children, but they do not respect property like adults do. The seniors would like a senior center for the seniors.

**CITY MANAGER'S COMMENTS:** City Manager Bruce Rayburn had the following items of business: 1) Tent City in King County (KC): May 24, the KC staff, headed by KC Executive Ron Sims' Chief of Staff Kurt Triplett, presented KC background in working with the Tent City. KC presented a list of possible future properties for locating the Tent City. Most of the properties are located in KC, with some in various jurisdictions. Tent City has previously been in Burien, White Center, and Tukwila. No comments indicated any real problem with the Tent City activity. Bothell may be looking for reasons to not have Tent City in Bothell because of a lack of protocol on KC part. A follow up comment will be in this weeks City Manager's Update; and 2) Business Travel Development Plan: four teams were interviewed on May 19 and 20 with the E.D. Hovee team selected to move forward with this work. Staff will negotiate a contract for Council approval.

**CITY COUNCIL COMMENTS:** Councilmember Shape stated, last week, the KC Regional Transit Committee met regarding amendments to the current six-year plan. There is an agreement in place that if there were any hours of transit service to be added, it would be on a ratio of 40 percent for the East County, 40 percent for the South County and 20 percent for the City of Seattle to try and equitably distribute any increases throughout KC. For the last two years, almost all increases have been in Seattle. Therefore, any increases for the next four years will have to be done in South and East Counties. He welcomed any suggestions or comments about improving the transit service.

Councilmember DeHan stated that he attended the South County Area Transportation Board (SCATBd) meeting last week regarding the Rapid Transportation Improvement District (RTID) that may come to ballot this fall. The pros and cons were discussed and it was recommended that the ballot measure be presented to the voters this fall. If it fails, the board can identify what is needed to make the public more aware of the dire need for transportation projects and completion of them. If it does pass, then there is an opportunity to accomplish projects like SR 509. If it is decided to not take this measure to the voters, the State Legislature may decide that the RTID is not really interested in the legislation that enabled them and may decide to make changes that may make the South County ineligible for funding.

Councilmember Brennan stated that Mayor Hansen and he attended the dedication of the new Sea-Tac Airport Control Tower yesterday. Also dedicated was the new west side Traffic Control Tower. The dedication was well attended and the towers are very modern.

Mayor Hansen had the following items: 1) agreed with Councilmember Brennan's comments; 2) June 12 is the POS new South Terminal Open House; and 3) SR 509 Executive Committee Meeting was held May 20 at City Hall. He stated he is upset about the price for gas, but yet the City cannot get needed funding for roads.

**ADJOURNMENT:**

MOVED BY DEHAN, SECONDED BY FISHER TO ADJOURN THE REGULAR MEETING OF THE SEATAC CITY COUNCIL AT 7:47 P.M.

MOTION CARRIED UNANIMOUSLY.